

CHAPTER THREE

ISSUES, GOALS, AND OBJECTIVES

An important part of developing issues, goals, and objectives for the study was involving the community of East Fishkill early in the process. Stakeholders who represent different community interests, as well as the interested public at large, are uniquely qualified to identify local concerns and issues.

In this chapter, major local issues are presented based on input from the community as well as the consultant's observations. Then, goals and objectives for the project are proposed.

3.1 Identification of Pedestrian Issues

The following are issues that have been identified through the analysis of existing conditions and public outreach:

Safety

- , There are sidewalks on only one side of the street in the downtown core, apart from a section on Route 82 west of the southern entrance of Route 376 which has sidewalks on both sides of the street.
- , Major roadways, including those identified on the regional bicycle network, have varying shoulder lane widths, including many areas with less than 4 foot shoulders.
- , The western driveway to the new Unity Plaza development off of Route 82 is not aligned with the access to the plaza on the south side, which has the potential to become the entrance to a southern service road.
- , Along Route 82 west of Route 376 there are a high number of access drives that create safety and congestion issues for cars as well as a more difficult environment for non-motorized transportation modes (e.g., bicycles and pedestrians).
- , There are specific areas where elevation or bridges present challenges to the implementation of pedestrian facilities.

- , Children and others are unable to bicycle to town because state roads do not have adequate shoulders.
- , The speed limit of 35 mph in Hopewell Hamlet Center is exceeded by many drivers and is a safety concern for pedestrians.
- , There is not much of a buffer between existing sidewalks and the roadway, which has a negative impact on pedestrian comfort and safety.
- , Automobile drivers do not always yield to pedestrians as is required.

Access

- , There is no sidewalk connecting the municipal complex to downtown.
- , The sidewalk on Route 376 just north of Route 82 ends midblock.
- , The planned Mid-County Rail Trail will initially terminate just north of the Hamlet Center and there is a need to provide a connection to it.
- , There may be a possibility for a connection between Red Wing Park, a major recreational area, and the planned Mid-County Rail Trail.
- , Bicycle racks could be implemented at key locations.
- , The town is attempting to include pedestrian connections in several potential new developments within the study area, including Deer Run, Twin Creeks, and Crooked Oaks.
- , Charlotte Grove mobile home park off of CR 31 (Palen Road) has a high percentage of households without automobiles, and there is a need for better pedestrian access to the Hamlet Center from this location.
- , Seniors walk to the Hamlet Center down Route 376 from the north.

- , A direct pedestrian connection from the Fishkill Road/Deer Run area to the Hamlet would need to cross the Beacon Line rail tracks, perhaps via a bridge or an underpass.
- , A series of trails in the Hopewell Recreation Area is planned. There should be connections between these and other pedestrian facilities.
- , There is a need for pedestrian and bicycle access from existing residential areas and future developments to recreational areas, particularly the Hopewell Recreation Area.
- , All schoolchildren are bused to Gayhead School now and there are no pedestrian facilities providing access.
- , The future developments within the study area will create additional demands for pedestrian facilities.
- , Sidewalks are lacking on major approaches to the Hamlet Center.
- , Physical barriers such as curbs between commercial establishments on Route 82 are a hindrance to both vehicles and pedestrians traveling between those establishments.

Pedestrian Crossing

- , Pedestrian crossings in the downtown area on Route 82 west of Route 376 are very difficult because of the width of the road, the lack of crosswalks and signals, and the traffic volumes. Users of this commercial area cannot easily get from one side of the road to the other without an automobile.
- , St. Columba's Church is a major attractor on Sundays and when special events are held. Many churchgoers drive and become pedestrians after church service, visiting surrounding stores and restaurants across Route 82.
- , There is a some concern about mid-block crosswalks slowing down traffic in an already congested area.

- , Pedestrian signals at Route 82 and Route 376 allow vehicle turning movements that can conflict with pedestrians.
- , The fact that streets and drives off of Route 82 and Route 376 are not always aligned creates less predictable vehicle movements and increases the difficulty for crossing pedestrians.

Aesthetics

- , There is no street furniture (e.g., benches, trash receptacles) and minimal landscaping on Hamlet Center sidewalks.
- , There may be potential for improved aesthetics within the shopping plazas on Route 82, perhaps through public-private partnerships.
- , Ornamental lighting would enhance the pedestrian environment.
- , Placing utilities underground would improve aesthetics.
- , An improvement in the design of the facades of Hopewell Hamlet buildings would improve aesthetics.
- , Residents would like to see a more traditional pedestrian-scale downtown.
- , The small grass strips between the parking lots and sidewalks or roadway on Route 82 are currently maintained by landowners in the Hamlet. The Town could take over maintenance and unify the landscaping to improve aesthetics.
- , The inadequate number of trash receptacles creates a litter problem.

Maintenance

- , There needs to be a defined area for snow storage to allow sidewalks to be clear of snow.

3.2 Goals and Objectives

The final section in this chapter derives goals and objectives from the Town of East Fishkill's Comprehensive Plan as well as the public outreach measures described above. All of the goals described below refer to the entire project area unless otherwise specified.

,	Goal #1	<i>Increase pedestrian safety.</i>
	Objective 1a	Construct additional pedestrian facilities where they are warranted.
	Objective 1b	Implement measures that lessen the negative impact of vehicular traffic on pedestrians without significantly increasing congestion.
,	Goal #2	<i>Improve pedestrian access and mobility.</i>
	Objective 2a	Create pedestrian connections from existing pedestrian attractions to the Hamlet Center.
	Objective 2b	Ensure the implementation of pedestrian connections between future developments and the Hamlet Center.
,	Goal #3	<i>Improve the aesthetic quality of Hopewell Hamlet Center in order to create a more comfortable pedestrian environment and also a village-like atmosphere that all residents can enjoy.</i>
	Objective 3a	Implement pedestrian facilities that enhance the aesthetic quality of the Hamlet.
	Objective 3b	Introduce pedestrian amenities that enhance the aesthetic quality of the Hamlet.

It should be kept in mind that these objectives are not mutually exclusive but should be achieved in concert in order to assure that the plan's recommendations taken together present an overall look that the community accepts and can be proud of.